(b) Institutes which train pilots along with the number of persons trained annually.

The following flying clubs/institutes train pilots: —

1. Andhra Pradesh Flying Club, Hyderabad.
2. Bombay Flying Club, Bombay.
3. Delhi Flying Club, Delhi.
4. Gujarat Flying Club, Baroda.
5. Kerala Aviation Training Centre, Trivandrum.
6. Madhya Pradesh Flying Club, Indore.
7. Madras Flying Club, Madras.
8. Coimbatore Flying Club, Coimbatore..
9. Banasthali Vidyapith Gliding and Flying Club, Banasthali.
10. Ludhiana Aviation Club, Ludhiana.
11. Amritsar Aviation Club. Amrissar.
12. Patiala Aviation Club Patiala.
13. Northern India Flying Club Jullundur.
14. Hissar Aviation Club, Hissar.
15. Karnal Aviation Club, Karnal.
16. Nagpur Flying Club, Nagpur.
17. Jameshedpur Cooperative Flying Club, Jamshedpur.
18. Assam Flying Club, Guwahati.
19. Bihar Flying Institute Patna.
20. Government Flying Training, ' School, Bangalore.
21. Governmejnft Aviation Training Institute, Bhubhaneswar.
22. Government Flying Training Institute, Calcutta.
23. Rajasthan State Flying School, Jaipur.
24. Government Flying Training School, Lucknow.
25. Indira Gandhi Rashtriya Uran Akademi, Fursatganj, (U. P.)

The number of pilots trained by these Flying Clubs/Institute$_s$ during the last three years are as follows: — Commercial Pilots Licence

1984	1985	1986
56	41	76

(c) Steps taken to meet the gap in demand of pilots

The Aero Club of India had been provided a. grant-in-aid amounting to Rs. 4. 48 crore for the development of aerosports in the country. They have already acquired 28 Cessna-152 aero-batic trainer aircraft and its accessories which have been allotted to various flying clubs/instituteg for the purpose of providing advanced training to the pilots. These aircraft shall augment the present fleet of aircraft available with the flying clubs/institutes, Besides, Indira Gandhi Rashtriya Uran Akademi has been established at Fursatganj in Uttar Pradesh at a capital expenditure of Rs. 26. 55 crores for training commercial pilots. The Akademi shall serve as the feeder channel for the country's aviation services. It is expected that the Akademi would be turning out about 40 pilots a year.

Aircraft maintenance engineering course in EDT etc,

969. SHRI K. VASUDEVA PANIC -KER: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government propose to start a five year integrated program me in i. I. T. and other engineering col leges, with specific emphasis on air craft maintenance engineering;

(b) if so, what are the details thereof- and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI):

"(a) to (c) There fe no proposal with the Government at this stage for | starting a five year integrated progra- -anme either in IIT or any other engineering colleges with specific ern phasis on aircraft mantenance en-ginering. No specific request or demand for such a course has so far been received.

Privatisation of Airlines

970. SHRI K. VASUDEVA PANIC-KER. Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Governent's attention hag been drawn to a news item which appeared in the Hindustan Times dated 15th December, 1986 under the caption Tata, group recommends air lines privatisation; if so, the details' thereof; and

(b) what action ' Government pro pose to take in this regard?

THE MINISTER OF STATE OF THE j MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir. Thi$_s$ suggestion was made by the group as one of the measures to meet the resource requirement of Civil Aviation Sector.

(b) The recommendation of the group is being considered by the Steering Committee constituted by the Planning Commission with a view to preparing a long term plan for the development of transport.

Air India Airbus accident at Trivandnim airport

971. SHRI SURESH KAMADL Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that an Air India Airbus from Abu-Dhabi had a provrdential escape when the tyre $_0$f the aircraft burst and wont up in flames after touch down at Trivandrum airport on 21st December, 1986;

Ob) whether any passengers wore injured; and

(c) what steps have been taken to avoid such accidents in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER); (a) Air India Airbus air'craft VT-EHQ operating scheduled flight Al-930 (Dubai-Trivandrum) made a safa landing at Trivandrum airport on 21-12-86. After landing fire was observed On No. 4 wheel brsk$_e$ assembly which was extinguished by airport safety services.

(b) During evacuation 25 passengers received minor injuries and wer$_e$ treated by the airport doctor and discharged after first-aid. No passenger was removed to hospital for treat-ment.

(c) Remedial measures will be taken to avoid such incidents in future after the i investigation report into the incident becomes available.

972. [Transferred to *the* 12 March, 1987].

Digital Exchange Equipment from Mankapur factory

973. SHRI RAOOF VALIULLAH: Will the Minister of COMMUNICA TIONS be pleased to state;

(a) what is the quantity of the supply of Digital exchange equipment from Mankapur factory and how many exchanges are to be commissioned in 1986-87 and 1987-88 against the target set by the Department;

(b) what are th$_e$ remedial measures taken by the. Department to bridge the shortfall to keep up with the growing demands; and

(c) whether Government propose to import this equipment to augment the supply and if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI SANTOSH MOHAN DEV).